



**HEADQUARTERS
CIVIL AIR PATROL VIRGINIA WING
UNITED STATES AIR FORCE AUXILIARY**
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COMMANDERS PLEASE POST

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TO: ALL VIRGINIA WING SENIOR MEMBERS AND CADETS

FROM: HQ, VIRGINIA WING, Administrative Assistant, Terry Picha

UNIT NEWSLETTER: It is very important that you share this Newsletter with all Members of your Unit. Please review this material at your unit meeting and post a copy on your Bulletin Board so that it will be available to ALL members. (Members can't participate if you do not tell them about coming events). This Bulletin is posted on the Virginia Wing Website as a PDF document.

October 2003

- 1 Begin FED/CAP FY04**
- 1 Increase CAP Dues
- 1 Mission Pilot Form 91 Check Rides
- 9 Cadet Encampment Selection Board, WGHQ
- 16 Wing SARCAP, Culpeper, VA
- 23-24 Chesterfield County Airport, Aviation Event, Public Welcome

REPORTS DUE: (Required by NHQ &/or Wing CC)

- 5** - Corp. Vehicle Daily Inspection Reports
- 10** - VA Wg A/C Utilization Reports due (Including Checks)
- 3rd Qtr. Safety Report
- 3rd Qtr. Public Affairs Report and Monthly Report
- 3rd Qtr. Aerospace Education Report

November 2003

- 5-7 Virginia Wing Annual Conference, Roanoke, Virginia**
- Commander's Call will take place during Saturdays meeting.**
- 20 Mission Aircrew Training**

REPORTS DUE: (Required by NHQ &/or Wing CC)

- 5** - Corp. Vehicle Daily Inspection Reports
- 10** - VA Wg A/C Utilization Reports due (Including Checks)
- Public Affairs Report
- 15 CAPF 173 reports due to Wing Hqrtrs.**

1. WING COMMANDER (Acting).

The Wing Commander Selection Review Board was held on Saturday, October 25th. The Board met with all four candidates for wing commander and will make their recommendations to the region commander. We do not know when the final decision will be made, only that it will be made prior to the wing conference.

National HQ and the AFRCC have announced the schedule for FY05 National SAR School Courses. Those who may be interested in attending should contact their group commander, who have the schedule. Each class is one week long, starting on Monday and ending around 1530 on Friday. Three of the classes will be held at the Coast Guard Training Center in Yorktown, VA. With classes this close, I would encourage everyone who would like to move into SAR planning or coordination to plan to attend.

The Wing Conference is scheduled for November 5-7 at the Wyndham Hotel in Roanoke, VA. We will be having the change of command during the general session on Saturday morning. Our guest speaker for the evening banquet will be Mr. Ken Hyde, from the Wright Experience. In addition, the new National Commander, Maj. Gen. Dwight Wheless will be in attendance. This should be a very informative weekend, as there will be some new initiatives announced at the conference. I look forward to seeing all of you on the first weekend in November.

In order to fund some of the initiatives mandated by the National Board, CAP is raising the annual dues by \$5.00 per year for all members. This will help to fund the glider program and other cadet activities. Per the notes further down, please make sure you send in the correct amount with all new member applications.

VAWG has been advised it is to receive two new 12 passenger vans in FY05. We will be retiring two of our oldest vehicles when the new ones are received. It is a testament to the quality of our Cadet and ES programs that we were one of the two wings in the region that were selected to receive new vehicles this year. Thank you to all of you for the hard work you put in.

Virginia Wing stands a very good chance of receiving a new C182 aircraft this year. As of September 1st, we were the only wing in Middle East Region to have an average utilization on all of our aircraft that exceeds 200 hours per aircraft per year, for each of the last 3 years. If we keep up this utilization rate in FY05, we stand a good shot at adding another new aircraft to our fleet. Please continue your excellent participation in the ROTC O-Ride program, our own Cadet O-Ride program as well as all of our SAR and proficiency flying programs.

2. CHIEF-of-STAFF – There will be one Wing Wide Commanders call every quarter at which all wing staff, group commanders and unit commanders will be expected to attend. The last meeting of 2004 will be November 6, at the Wing Conference.

We would like to welcome Lt Jackie Graham to Wing Staff. She has accepted the position of Administrative Officer for the Wing. Also, please welcome S/M David Kallio to the staff as the new Finance Officer.

3. SAFETY - DISTRACTIONS, SITUATIONAL AWARENESS AND CONTROLLED FLIGHT INTO TERRAIN (CFIT) – Recently there was a report of a retractable landing gear airplane landing on a runway in Virginia with that retractable landing gear in the retracted position, at night, with other traffic in the circuit wishing to land on the same runway. It was not a CAP flight and, as far as we know, it did not involve a CAP pilot. But the circumstances we know provide, once again, a good basis for reminders that directly apply to CAP flying. Most of the Virginia Wing flying is in airplanes with a fixed landing gear, of course, but that detail is irrelevant to the fundamental concepts addressed here.

From anecdotal reporting, and it's very important to stress that we know only what the pilot is said to have said to someone not trained as an investigator, during the maneuvering to land, the instrument panel lights stopped working and the pilot (and this part is still not very clear), apparently all the while still trying to figure out how to get the lights working, continued to fly the traffic pattern and approach to landing without lowering the landing gear.

Distractions while piloting can come in many and varied forms, and they can result in consequences that range from much less to very much more serious than a gear-up landing. The consequences of distractions in the cockpit have been a problem to the extent that they are introduced into the flight testing process, including by reference into the CAP Form 5 checks, through the respective Practical Test Standards. For that reason, CAP instructors and check pilots should incorporate distractions appropriately and routinely in preparing pilots for, or conducting, CAP flight checks.

In our CAP flight operations, everyone (pilots or not) must recognize and immediately work to resolve distractions as they pop up, including extraneous and unnecessary talking by any airplane occupants, equipment malfunctions, maneuvering near the ground or in mountainous areas, turbulence, complicated airspace, nearby traffic, and unanticipated weather are just a few of a much longer list of distractions that can be a link that continues a chain of events leading to an incident or accident. If necessary, stop whatever activity is happening, regain certain control of the airplane and situational awareness, and restart the activity. Do not let a flight end in a gear-up landing or a flight into terrain because the distraction or situational awareness breakdown continued unresolved. Break the chain of events, not the airplane...

Please use this discussion as a trigger to review some of the literature available about distractions and CFIT, including that found at www.faa.gov and www.aopa.org, in the Air Safety Foundation section.

4. VIRGINIA WING ANNUAL CONFERENCE will be held November 5 – 7 2004 at the Wyndham Roanoke Hotel in Roanoke Virginia. There is a conference committee this year working to make this a great weekend. The committee consists of Lt Col Marcia Cramer, Major Chris Whitehead, Capt Chuck Cranford, Capt Christina McCrainie, Lt. Terry Picha. Group 1 is hosting the conference this year and Major Ami Iacono will be our contact in the Roanoke area.

The Wyndham Roanoke is a beautiful hotel located close to interstates and the airport. The rooms will be double or kings and are bright and airy. The restaurant is reasonably priced and the food is good. The room rates are Single \$59.00 and Double \$79.00.

This year, the conference has been set up to pay for itself. In past years, the conference has set the Wing back quite a few dollars. With the financial burdens of increased airplane costs and reductions of monies from other sources, the Wing can not absorb the extra costs. Saying this, the cost of the Full Conference is \$75.00, the Dinner Only category \$30.00 and Saturday only is \$45.00. Dinner will be a choice of Chicken Florentine; or Roast Sliced Sirloin of Beef.

Registration forms went out on the Info list, Command list and the Staff list. It is also posted on the Wing Over Virginia Website. Please sign up NOW! October 15, is the last day to sign up at these prices. After that date, a \$5.00 late fee will be added. Don't wait to register at the door or you may not be able to dine with us!

5. WING NEWS - The next time you are online at home, log in the National HQ. Pull up your personal record and check all the information. Don't forget to check your area code, phone number, home and email address. Wing Admin cannot change this information for you-you must do it yourself. The information in your record at National is used by the VAWG Paperless website. If it is not correct, you may be missing out.

A copy of the 2004-2005 CAPMart Catalog should be coming your way soon. Some were distributed at the National Board. To speed up distribution, they will also include a copy in every order placed either online or via telephone. Also, one will be in every unit's mail after September.

6. ADMINISTRATION/PERSONNEL- Currently dues for membership in Civil Air Patrol are Senior Member \$49; Cadet \$39; for Renewal SM \$39 and Cadet \$23. The National Board passed a **dues increase of \$5.00** per year for all categories of dues-paying membership. The change will be effective beginning 1 October 2004. Please make your Administrative officers aware of this change.

7. PUBLIC AFFAIRS OFFICE- The PAO report is not a quarterly report; it is **monthly** and due on the 10th of each month. **It does not go on the quarterly report form.** There should be NO negative reports. All squadrons have some kind of events going on, even if it is just a meeting. Please send copies of published articles to Linda Utting at Wing HQ.

The Wings Over Virginia website has links to the National HQ web site and it is possible to get a copy of the "Present Tense" as well as recruiting brochures and information.

I would like to invite everyone to this year's Public Affairs seminar at the Virginia Wing Conference. I am please to announce that Mac Huchette, Multimedia Production Specialist, from National Headquarters will be teaching about digital photography. You don't have to be a PAO to attend, everyone is welcome!

8. DRUG DEMAND REDUCTION – All Units are invited to check out the new National Drug Demand Reduction Forum run by the Middle East Region. They are located at <http://capddr.proboards32.com>.

9. COUNTER DRUG – The next schedule counter drug online orientation and refresher-training courses will be available from 1 September to 31 October. Please make sure to take advantage of this training. Anyone wishing to become involved in the CD program or who needs to be re-screened should submit a CAP Form 83 to HQ CAP/LMMC (through channels of course) as soon as possible so they will have access to the courses. For more information, contact our Brad Docos at bdaarch@erols.com.

10. EMERGENCY SERVICES – During this past month, the Wing has participated in numerous missions of various types. Over forty people participated in the missing person search in Roanoke County, we assisted the County Sheriff with aerial support for a missing person in Henry County, and several disaster assessment missions were flown in the aftermath of Hurricane month. I want to thank all those who supported these missions and the investment in personal time devoted to them.

Group 3 will host a Wing-wide SARCAP at Culpeper on 16 October. All corporate aircraft are expected to be at the SARCAP. It is essential that commanders and participants read and comply with the OPORD. The most immediate suspense is the call down of unit members and submission of the results to the Incident Commanders (Lt Col Truxel and Capt Pahl) by the **9 October** deadline. The OPORD has been distributed and contains some important changes. First, flight releases must be obtained from the IC of the mission or his designated representative. Second, we will have a separate staging area for ground training at Whitney State Forest. Third, the ground training will include GTM-3 tasks only. ALL units are reminded of the requirement to notify the IC of expected resources as part of a unit call-down executed prior to the SAR CAP.

During the Wing Conference this year, there will be offerings in Emergency Services. The first is a general ES presentation intended as an information briefing for anyone who is interested in the status and plans for Emergency Services for the next year. The second is a seminar tailored for squadron or ES Officers. It will contain information on how to manage your unit's program, what you should be doing and some guidelines on techniques for implementation. There should be plenty of time for questions at the end of the briefing.

The Wing will be hosting a National Check Pilot Standardization Course (NCPSC) on 4 December 2004. Note that each graduate of the ground portion of the course has 60 days to complete a Form 5 check ride under the NCPSC mission number. See Capt Brendle, the Stand/Eval Officer, for details.

11. OPERATIONS - On either side of most of the aircraft we fly in CAP is located a round rubber donut shaped crash pad. These units are about 18 inches in diameter, mounted on a wheel, and rotate around an axle. These units are commonly referred to as tires. (Tyres if you are from across the pond.) They are also used to make it easier to get to the runway from the hanger or tie down and take off. Then after landing, they do the reverse and facilitate the return to the tie down or hanger. In flight they serve no useful purpose whatsoever.

Inside the wheel is a unit referred to as a brake. There in lies the rub. The purpose of the brake is to convert the kinetic energy of the aircraft while moving on the ground, to heat energy and reduce the speed of the aircraft for noise abatement purposes. The noise abatement we are avoiding is the tearing of aluminum, bending of steel and wrenching of body parts as the aircraft impacts an immovable object. This is called in the vernacular, "Braking." This works best when the brakes are applied in a manner so as to maintain the rolling friction of the wheel on the pavement and not skid the tire. Rolling friction ceases when the tire starts to skid as the tire starts sliding on pieces of rubber torn from the tire. The tire stops rotating, braking efficiency decreases, and stopping distance increases.

So, why am I writing this and what does it have to do with our aircraft operation? The answer from the oracle is:

1. In Virginia Wing we average less than two hundred flight hours and two hundred landings per tire. The flight hours really don't mean much except we average 1 landing per flight hour and this is the way that landings are computed. 1 hour equals 1 landing.
2. We also change on average 1 tire per month due to flat spotting. Resulting in
3. A cost to the Wing of \$3,750 annually. (30 tires at \$125 per tire change labor and material). Non CAP aircraft are averaging 300 to 400 landings per tire. We also use a lot more brake pads and rotors than average.

What can we do? If we don't fly, the hours per tire are zero, so are the landings and we do not have to change tires except every 10 years as they rot. But we also do not fulfill our mission so we must come up with a different answer.

If you remember the old spiritual, about the "Dry Bones," the foot bone's connected to the leg bone, the leg bone's connected to the thigh bone, the thigh bone's connected to the hip bone, etc., all the way up to the head bone. In the head bone is the brain bone. The brain bone must be used for more than just a headset separator. It must be used to control the foot bone, which is used to control the aircraft brakes. (No bones about it.)

1. Taxi with the minimum necessary RPM for the aircraft and conditions. Lean the engine so it does not load up during taxi and holds. If the aircraft starts to roll too fast, use the brakes to bring the speed down to a comfortable speed consistent with conditions. Don't ride the brakes.
2. On take off, make sure that your heels are on the floor. If you inadvertently tap the brakes as the aircraft is rolling you increase the take off roll and may lock a wheel as the aircraft is effectively lighter as the wings are starting to develop lift.
3. On landing make sure your heels are on the floor. Only the balls of your feet should be on the rudder pedals. After the aircraft has slowed raise your feet to the brake portion of the pedal.

4. Avoid high speed turns. Nothing increases tire wear faster than high speed turns. You will have much less tire wear if you brake straight ahead and then turn off the runway.
5. Consider conditions. If there is a crosswind, land in a slight side slip so the tires start rolling with the aircraft lined up with the runway. Landing in a crab increases tire wear as the side load scuffs the tire. Make sure to use proper aileron control after touch down and during the roll out. If the wind starts skipping the aircraft sideways, you are wearing the tires and possibly starting to lose control.
6. Land at the slowest speed appropriate for the flight conditions. Land in the first portion of the runway so you do not need heavy braking to stop.

Wing check pilots and instructor pilots are available to help with instruction and advice to make all you're flying safe and consistent with good operations. Remember nothing in any manual or directive replaces good judgment on the firing line.

12. AEROSPACE EDUCATION - The 3rd Quarter AE Activity Reports are due by 10 October 2004. I hope we have a better response this time as I have been chasing the last quarters reports as late as the end September.

A few weeks ago we received a message from NHQ about the newly instituted Fly a Teacher Program. In spite of bad weather and the short notice we got to fly 3 or 4 teachers in Group III. Unfortunately the other Virginia Wing Groups were unable to respond for one reason or another. Next year it should be better with more lead time and more funding. All Group Commanders and AEO's should have copies of the spread sheet identifying the Aerospace Education Members (AEM's) in Virginia if you are interested in seeing if there are any in your area.

Again the Chesterfield County Airport in the Richmond area is holding a two day Aviation Event 23-24 October 2004. One of the areas asking for help is the Space Travel Exhibit. We will need to 3-4 cadets for each shift during the weekend. The Southside Squadron can't provide all the support to the aviation event which involves parking assistance as well as other support and will need help from other Squadrons in and out of the Richmond area. As of 21 September I have had only one cadet sign up. It seems a shame to pass up such an opportunity.

Please let me know what you may want in the AE break-out session. Right now I am leaning on making it a training session. Please let me or Major Bert Jones, the Wing Internal AEO know.

A member of the Wing AE Staff would like to pay a visit to your unit this year. This may be conjunction with a Unit Inspection or as a Staff Assistance Visit. Please let Major Bert Jones or myself know when we can schedule something. We will probably need at least a month's notice. Lt Col David C. Scull, VAWG DAE, 7897 Wellington Drive, Warrenton, VA 21086, Ph: 540 349-9310, E-mail: kd4sv@arri.net. Major Albert L. Jones, VAWG Asst. Director for Internal AE, 370 Westview Lane, Heathsville, VA 22743 Ph: 804 580-5120, E-Mail: uptheriver@rivnet.net.

Newsbreak

Danville Composite Squadron - Members of the Danville Civil Air Patrol used handheld antenna-shaped devices and small airplanes Saturday to locate the wreckage of a mock airplane crash. The mission was to find the location of a Cessna 150 that departed Manassas Airport at 11 p.m. Friday en route to Raleigh-Durham. The plane never arrived at RDU. The last contact with the aircraft was at 3 a.m. in the vicinity of South Boston.

One ground crew, Ground Team Delta, was assisted by a Civil Air Patrol air crew in its search for the wreckage. "Once (the air crew) finds it, they are going to go back to the Turbeville Fire Department and coordinate with the ground team," said Lt. Col. Gene Jackson, commander of the Danville Civil Air Patrol.

The seven-member crew using handheld devices, known as Ground Team Lima, did not have the benefit of following an airplane to the coordinates for the crash. Jackson said the devices are used in case the weather is too bad to launch an air crew.

Both crews left Danville Regional Airport around 10 a.m. Saturday and were told to locate the wreckage utilizing the airplane's emergency locating transmitter. "If a plane crashes, there's a radio signal that goes off and a satellite picks up that signal," said 1st Lt. Deborah Wagstaff, noting crews use their locator devices to hone in on the signal and "triangulate" the coordinates of the crash. The ground crew using the handheld locators was able to pinpoint the coordinates of the aircraft within an hour, about twice as long as it took Ground Team Delta. "It's not a race of time. It's a race of accuracy," Jackson said.

Civil Air Patrol 1st Lt. Virginia Hylton said she was happy with the accuracy and time it took Ground Team Lima to locate the downed plane. "We found it the hard way," Hylton said. "Finding it in an hour is pretty darn good," added 2nd Lt. Jerry Ingle. The Civil Air Patrol used the actual fuselage and wings of a Cessna 150 to simulate the crash. The crash site was on a farm off Wade Pond Road in Halifax County. Ground Team Lima had initially passed the crash site and decided to

backtrack and turn down Wade Pond Road after taking some more readings. “It’s amazing what you find when you make the right turn,” Hylton said.

The Civil Air Patrol frequently trains its cadets, ages 12-18, in search and rescue operations. “We try and train as often as possible,” Wagstaff said. The Danville squadron has been honored as “Squadron of the Year” by the Civil Air Patrol.

Roanoke Composite Squadron - The following members of our squadron were promoted to their present grades this month: C/2Lt Daniel Bessett and Katrina Litchford (Mitchell Award); C/CMSgt Kasey Bailey; C/SMSgt Wolfgang Chenault; C/SSgt Paul Connell and Bonnie Lawrie (Wright Brothers Award); C/SrA Dominique Litchford.